





## Advertisements.

CONTRACT FOR COAL BUNKERS, &c.  
AND IRON ROOF, R. N. YARD.

CONTRACT FOR RENEWING SLIPWAY  
FOR TORPEDO BOATS, KOWLOON.

CONTRACT FOR MORTUARY AND  
STORE R. N. HOSPITAL, HONGKONG.

PERSONS desiring of Tendering are  
requested to deliver their Tenders Sealed  
and Marked "TENDERS FOR WORKS," not  
later than 10 A.M. on the 31st August, 1895, at  
H. M. NAVAL YARD, Hongkong, addressed to  
the Commodore-in-Charge, H. M. Naval  
Establishments.

Plans, Specifications and all Particulars can  
be obtained on application to the Assistant  
Civil Engineer, Officer-in-Charge of Admiralty  
Works, R. N. Yard, Hongkong.

Hongkong, 13th August, 1895. [1095]

CUSTOMS NOTIFICATION.  
No. 66.

NOTICE is hereby given that FRIDAY,  
the 16th instant (5th MOON, 26th DAY),  
being the BIRTHDAY of HIS MAJESTY THE  
EMPEROR OF CHINA, will be observed as a  
HOLIDAY at the KOWLOON CUSTOMS OFFICE,  
Optim Examination Office and Stations.

All Examination of Cargo and Clearances of  
junks will be suspended on that date.

H. M. HILLIER,  
Acting Commissioner of Customs  
for Kowloon and District.

Custom House,  
Kowloon, 13th August, 1895. [1092]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TIENTSIN.

THE Steamship

"KWEIYANG,"  
Captain Dawson, will be despatched on THURS-  
DAY, the 15th instant, at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 13th August, 1895. [1020]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"SPONDILUS,"  
Captain Griffiths, will be despatched as above  
on or about the 18th instant.

For Freight, apply to  
ARNHOLD, KARBORG & Co.,  
Agents,  
Hongkong, 13th August, 1895. [1014]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

"WINGSANG,"  
Captain J. Young, will be despatched as above  
on TUESDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong, 13th August, 1895. [1093]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"  
Captain Thomson, will call at this Port on or  
about 23rd instant, if sufficient inducement offer.

For Freight, apply to  
GIBB, LIVINGSTON & Co.,  
Agents,  
Hongkong, 13th August, 1895. [1096]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"  
Captain Asquith, will be despatched on WED-  
NESDAY, the 28th instant, at Daylight.

Rate of Freight on Mailing and General Cargo  
25 per ton of 40 cubic feet.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 13th August, 1895. [1094]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "CARMARTHENSIRE,"  
FROM HAMBURG, ANTWERP,  
MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 20th instant, will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the 20th  
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL, CARILL & Co.,  
Agents,  
Hongkong, 13th August, 1895. [1063]

TO LET.

DWELLING HOUSES—  
HOUSES in RIFON TERRACE.

SECOND FLOOR of No. 1 and  
GROUND FLOOR of No. 2 BLUE  
BUILDINGS.

No. 1, KNUTSFORD TERRACE,  
KOWLOON.

OFFICES—  
FIRST FLOOR No. 7, PRAYA  
CENTRAL, lately occupied by  
Messrs. HOLLIDAY, WISE & Co.

Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY Co., Ltd.  
Hongkong, 13th August, 1895. [1097]

## To-day's Advertisements. NOW READY!

A PAMPHLET  
containing Special Telegrams and the Latest  
Information respecting the

KUCHENG MASSACRE,  
including a full and carefully revised report of  
the proceedings at the

GREAT INDIGNATION MEETING  
held in the Theatre Royal, City Hall, at noon  
on the 8th instant.

The Opinions of the Shanghai Press, and a  
Description of the

Orders for Copies of this Pamphlet,  
PRICE 50 CENTS PER COPY.

will receive the prompt attention of  
THE MANAGER.

"The Hongkong Telegraph" Office,  
No. 6, Pedder's Hill, Hongkong.

N.B.—Copies will be forwarded for residents  
of Canton and Macao to any address in the  
United Kingdom respecting which the Manager  
receives orders on or before 5 P.M. of the 14th  
instant.

As only a limited number of copies can be  
published it is advisable that to avoid dis-  
appointment orders be sent in as soon as  
possible.

"Hongkong, 12th August, 1895."

BROWN, JONES & CO.

DEALERS IN  
ITALIAN AND AMERICAN MARBLE AND  
HONGKONG GRANITE CEMETERY  
MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE  
LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSSES and  
other Large Consumers.

Any complaints should be addressed to the  
Manager.

Hongkong, 3rd May, 1895. [109]

A. S. WATSON & CO.,  
LIMITED.

VEGETABLE AND FLOWER  
SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality  
Seeds have arrived, and Orders will be executed  
in the sequence in which they are received as  
long as the supply lasts.

SEED LISTS  
with  
HINTS FOR GARDENING  
have been issued and can be obtained on  
application.

Our Seeds are all tested before being put up  
in LONDON.

They are packed under our own Supervision,  
and the greatest care is exercised to insure  
protection in transit.

Sowings should be made in FINE WEATHER  
ONLY and the remainder of the packets secured  
from damp, and kept in a dry place, for repeat  
sowings.

OLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for  
use in the Garden generally.

It supplies natural nourishment to the soil,  
and assists the process of assimilation, thereby  
aiding the Plants to attain to their full size,  
vigour and beauty.

Sold in Tins containing 70 lbs. each.....\$1.75,  
20 lbs. ".....\$1.50

Directions for use are given on the Label.

RANSOME'S "NEW PARIS"  
LAWN MOWERS.

The Best and Cheapest Machines in the Market.

For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.  
Hongkong, 12th August, 1895. [109]

## BIRTHS.

At Chefoo, on the 3rd instant, the wife of E.  
H. GILBY, of a son.

On the 6th instant, at Park Villa, Institution  
Hill, Singapore, the wife of J. P. KILGOUR, of a  
son.

DEATHS.

At Hangchow, China, on the 1st instant, Miss  
HELEN KIRKLAND, of the American Southern  
Presbyterian Mission, in the sixty-eighth year  
of her age.

On Sunday, the 4th inst., at 11 A.M., Willie  
ROSE, Singapore, THRODORA, the loving wife of  
Mr. J. S. Giffenough.

At Kinkiang, on the 4th of instant, JAMES  
CHARTERS, aged 40 years.

At Hangchow, on the 6th of instant, after a few  
days' illness, RUSSELL STOKES, of the Imperial  
Maritime Customs Service, aged 41 years.

At Shanghai, on the 8th instant, JAMES, the  
beloved wife of W. H. HARRIS, Chief Engineer  
steamer Taitung, aged 48 years.

At Shanghai, on the 9th of instant, HENRI  
HONAUER, aged 37 years.

THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, AUGUST 13, 1895.

(Special to Hongkong Telegraph.)

TELEGRAM.

THE  
KUCHENG MASSACRE.

CONSULS MANSFIELD AND HIXON  
START FOR KUCHENG.

THEY ARE ESCORTED BY 100  
"BRAVES"!!

Foochow, August 13th.  
5 p.m.

A Commission consisting of Mr. R. W.  
Mansfield (British Consul), Mr. E. L. B.  
Allen (British Vice-Consul, Pagoda  
Anchorage, Foochow), Mr. J. C. Hixon  
(United States Consul, Foochow) and a  
Lieutenant of the American man-of-war  
Detroit, and four missionaries leaves here  
this evening bound for Kucheng.

The Commission is to investigate the  
recent massacre on the spot, and report  
promptly to the British and American  
Ministers at Peking.

It will doubtless surprise you to know  
that the British and American representa-  
tives are to be escorted to Kucheng by  
ONE HUNDRED CHINESE "BRAVES"!!

Four of the wounded missionaries are  
still in a very critical condition in the  
Hospital here.

REUTERS' TELEGRAMS.

GREAT BRITAIN, EGYPT AND THE  
POWERS.

LONDON, August 13th.

It is stated in St. Petersburg that the Egyptian  
question will be discussed at the opening of the  
French Parliament and an attempt made to  
obtain the evacuation of the country by the  
British by the united diplomatic action of France,  
Russia, and Turkey; the support of Germany is  
also hoped for.

ANTI-ENGLISH FEELING IN GERMANY.

A strong anti-English feeling is at the moment  
displayed by the German Press, which accuses  
Great Britain of frustrating German colonial  
aspirations.

(From Japanese Papers.)

THE DISASTROUS TYPHOON IN  
JAPAN.

TOKIO, August 3rd.

The Governor of Fukuoka prefecture reports that  
the typhoon of 24th ult. was a very bad one in  
Fukuoka, and that the damage done to the  
Tsurumi railway is so great that some time will  
elapse before the line is again in working order.

In the town of Fukuoka over 5000 houses were  
inundated, and 23 houses and godowns collapsed.

REINFORCEMENTS FOR FORMOSA.

TOKIO, August 5th.

Reinforcements for the Japanese Expedition to  
Formosa have been ordered to proceed from  
Kinchow, China. The additional forces number  
some 45,000, about 25,000 military coolies will  
accompany them.

(Special to Shanghai Mercury.)

THE SZECHWAN RIOTS.

VICEROY LIU HELD RESPONSIBLE.

PEKING, August 7th.

The Catholic Bishop, Dunsand, has been  
authorized to negotiate for the loss occasioned  
by the Szechuan riots.

Viceroys Liu has been held responsible for the  
riots.

THE KUCHENG ATROCITIES.

REGARDED SERIOUSLY BY THE CHINESE!

The riots at Kucheng are regarded more  
seriously than the Szechuan riots by the Chinese  
Government, as being likely to cause an inter-  
national incident. Sir Nicholas O'Connor con-  
sults daily with the Viceroy Yamen, and the  
British Consul at Foochow has been ordered to  
proceed to the scene of the riot with a military  
escort.

LOCAL AND GENERAL.

H.M.S. Redoubt and the U.S.S. Monocacy  
and Detroit have arrived at Foochow.

It is remembered that a daily paper, The Daily  
Reporter, will be launched at Nagasaki shortly.

Well informed Chinese at Shanghai credit the  
White Lily and Triad Societies with the massacre  
at Kucheng.

The enquiry into the recent fire at Jivols Street  
was resumed to-day, and again remanded till  
3 p.m. on Friday.

PRINCE PAK and a Korean companion named  
Li Kienan left Yokohama on the 2nd inst. for  
Vancouver by the Empress of Japan.

The Chief of the Hospital Corps at Kelung has  
reported that during twelve days from the 11th  
to the 22nd ult. 2,177 cholera patients were  
received at that hospital, the daily average being  
over 170.

COLONEL COLLINGWOOD, commanding the  
Lancashire Fusiliers at Quetta, while out-  
riding on the 26th ult. met with an accident,  
and was found lying insensible by some men of  
his regiment, who conveyed him to hospital. He  
had not regained consciousness up to date of  
latest advice from India.

At the Magistracy to-day a Chinese cook in the  
employ of Mr. A. Stoppel was sentenced to  
6 months' hard labour for assaulting his employer.

It is reported in Japan that the Russian  
Minister in Seoul has intimated to the Korean  
authorities that shortly the revision of the  
treaty between Russia and Korea will be  
demanded, as the term of its validity is about to  
expire.

Letters dated Seoul the 23rd ult. report that  
the Duke d'Abrial arrived at Chemulpo on the  
morning of the 22nd ultimo by the Christiania  
Colombo, together with the Italian Minister to  
Peking. He went up to Seoul at once, and lodged  
at the British Legation. The Duke was granted  
audience by the King the same day.

Mr. J. A. D. Heaton, whose death from cholera  
is reported from Rangoon, was a son of Mr.  
J. Heaton, Rangoon, of Imperial penny  
postage fame. The young barrister, who was  
popular and successful, had an adventurous  
career before settling down in Rangoon eight  
years ago. He was Registrar of the Diocese  
Rangoon, and had lately received the honorary  
degree of LL.D. from Cambridge.

At the first meeting of the newly elected general  
committee of the Eastern Bimetallic League,  
the following gentlemen were chosen as office-  
bearers for the ensuing year:—Mr. W. S. Wel-  
more, President; Mr. W. H. Talbot, Vice-  
President; Mr. E. B. Skottowe, Hon. Treasurer.

An Executive Committee was appointed, com-  
posed of the above gentlemen as *ex officio*  
members, and Messrs. Geo. Jamieson, H.  
H. Kopeck, E. A. Probst, and J. L. Scott. It  
was decided to prosecute the work with unabated  
vigour.

SLATIN BEY, the former Governor of Darfur,  
who was captured by the Dervishes after the fall  
of Khartoum and only effected his escape in  
March last, arrived in London on the 26th  
ultimo. In an interview with a representa-  
tive of Reuters' Agency he stated that the  
Khalifa, or head of the Mahdists, had lost much  
of his prestige and power, and was now entirely  
dependent on the western Arabs. "The Mahdists,"  
he added, were more likely to act on the  
defensive than on the offensive. No telegraph  
line, he said, would be possible across Africa  
until the Mahdists had been wiped out.

A MEETING of the Legislative Council will be  
held on Friday, the 16th instant, at 2.30 p.m.:—

BUSINESS:

1. Report of the Finance Committee; 2. Re-  
port of the Public Works Committee; 3.  
Sanitary Bye-laws; 4. Resolution; 5. Question.

ORDERS OF THE DAY:

1. First reading of a Bill entitled *The River  
Steamers Ordinance*.

2. First reading of a Bill entitled *An Ordinance  
to prohibit the defacing or chopping of British  
Dollars*.

3. First reading of a Bill entitled *An  
Ordinance to amend The Trade Marks  
Ordinance (No. 18 of 1873 and 3 of 1888)*.

4. Second reading of the Bill entitled *An  
Ordinance to amend Ordinance No. 1 of 1884  
entitled "An Ordinance to provide for  
conversion of British currency in all payments by or  
to the Government."*

MR. MOTODA HAJIM, a prominent National  
Unionist member of the Japanese Diet,  
contemplates introducing, next session, a Bill  
for prohibiting the export of coals. According to  
the opinion of some experts, among others Mr. Wada  
Tanashiro, formerly Director of the Imperial  
Mining Bureau, should the coal mines of Japan  
be worked at the present rate, the supply will be  
entirely exhausted in forty-six years. Such a  
result would be a fatal blow to the growth of  
Japanese industry, and hence Mr. Motoda pro-  
poses to stop the export of coals altogether. At  
present about 65 million yen worth of coals are  
yearly exported. The *Japan Herald* thinks that  
Mr. Motoda is wise in his generation, in  
taking the step he proposes; it is to be  
appreciated to us to a mistake which the British  
are making, in permitting the unfettered export of  
coal—only another name for power. The  
mineral does not reproduce itself, and a time  
must arrive when the British coal fields shall be  
exhausted. Except for the use of her own ships,  
coal should be a prohibited article of export, or  
a duty sufficiently high should be placed upon  
them, to greatly lessen their being supplied to  
other nations, in enormous quantities, year after  
year, as is now the case.

CAPTAIN GEO. B. LEFAYOUB, "the jolly old  
Commodore" of the Steamboat Co.'s fleet of  
palatial river steamers, celebrated the 60th  
anniversary of his birth in this world of woes  
to-day. Thirty-three long and weary years has  
Captain Lefayoub spent in Far Cathay, 25 of  
which have been devoted to the navigation of  
the Pearl River, between Hongkong and Canton.  
All the river steamers, and several coasters as  
well, "dressed ship" on this auspicious occasion  
and in other ways showed their respect for one  
of the most deservedly popular, most able and  
industrious seamen that ever walked the deck  
of a British merchant vessel. Despite his  
advanced years Captain Lefayoub is as hearty  
and active as he was a quarter of a century ago,  
and the betting is about 5 to 1 that he will  
live to see all sorts of things that now appear  
impossible of attainment this side of the year  
3000, namely, the dawn of civilization in Korea;  
the Russians firmly planted in Port Arthur; the  
Viceroy of Fokien in a fortress in India; Hong-  
kong captured by the French, and last but not  
least the West River opened to foreign trade  
from its source to its mouth and Captain Geo. B.  
Lefayoub the commander of the finest steamer  
running between Wuchow-foo and this fair Isle  
of Fragrant Streams."

It is reported at Shanghai that a few mornings  
ago on the quation box in front of the Kinkiang  
Custom House being opened, a proclamation was  
found inside, conveying the intimation that  
it had been decided by one of the secret societies  
to expel the foreigners from the Settlement during  
the 8th moon. If the foreigners refused to go,  
they were to be put to death. A copy of the  
proclamation was sent to the Taoist by the  
British Consul.

UNDER the heading "England's Share in the  
Chinese Loss," Mr. A. S. Gundry gives in the  
*Quarterly Review* a description of Chusan, and  
recalls the fact that we have a special agreement  
with China, "first, that the Emperor of China  
should never cede it to another foreign power;  
secondly, that in case it were attacked and an  
invader, we would protect the island and its  
dependencies and eventually restore it to the  
possession of China as before."

At the Magistracy to-day Wodehouse granted  
the application for the transfer of the Praya East  
Hotel licence to Mr. W. Sheller.

SMITH—

Oh shame to England! If the drops that dye  
The Kucheng hillside call to her to vain;  
Oh shame to England! If that crimson stain  
From English arteries have time to dry  
Ere yet the shaft of righteous vengeance fly  
To seek the heart of every dastard Chin.

Oh shame to England! If her hand refrain  
To smite with fear this land of infamy.  
Oh vengeance, not revenge. The piteous blood  
Of martyred child and woman, these must call  
To what is nobler in our warlike moré  
And bid wilt, ruthless retribution fall.

Oh, shame to England! If the vengeance should  
Tarry too long or never descend at all.  
—SVASTIKA, in N. C. Daily News.

LOOKING AHEAD! According to a Japanese  
contemporary a French painter lately reached  
Japan with a letter of introduction from Mr.  
Sone, Japanese Minister to France, addressed to  
Mr. Kaneko, Vice-Minister of Agriculture and  
Commerce. His visit is connected with a great  
panorama, which will form one of the attrac-  
tions of the World's Fair in France in 1900. In  
this panorama pictures of the various capitals and  
customs of the world will be shown. It is there-  
fore wished to obtain some good views of Japan,  
and Kaneko said to have promised his  
assistance. The French artist has brought a  
picture of the Japan-China war measuring 12  
ft. by 24, and through the efforts of Mr. Kaneko  
is now arranging to exhibit it in the late  
Engineering College at Toranomon, Tokio.

KUCHENG MASSACRE NOTES.

THE PROPOSED COMMISSION.

REPORT 100 BRAVES!



Canton is empty; that is to say the majority of the fair sex, of whom Canton boasts the largest and the best in the world, have departed on for Hongkong, bills and dials and other supposed salutary resorts. Lucky Hongkong, miserable Canton! But is not Canton good enough for them? As far as climate is concerned, I can assert from experience, that Canton enjoys the most delightful summer temperature on the whole coast. The thermometer rarely goes over 94 deg., and there is always a cool breeze by night and by day.

We were visited by the tail end of a typhoon the other day. It did no harm except to the tennis court fence.

For a few days during the recent riots, ladies ran imminent risk of being robbed and otherwise molested by the ruffians lurking around, but happily none of the Shenchen was hurt, and now the "Crusaders" appear to have sought other and possibly safer quarters in the interior.

## JOURNALISTIC AMENITIES.

ABOUT SUBSIDIES.  
RANCOUR, THE "TRUTH INWARDNESS" OF  
HONGKONG NEWSPAPERISM, ETC.

In a leading article recently the *Daily Press* appealed to the conductors of newspapers in the East "to keep their private animosities to themselves" and in so doing observed that "the Japan papers have long been notorious for the personal rancour with which they are conducted," etc. This was a very bit too stiff for the *Yapin Herald* which on the 3rd instant returned the compliment in the following manner—

Prior to the removal of the late Mr. Fraser-Smith from his editorial position, there was probably no place in the East in which personalities were indulged in to a larger extent than in Hongkong; though the policy of the *Daily Press* was to take refuge in silence, that paper being rather recognised as possessing grand-motherly attributes, than renowned for any fighting propensities. We observe that it has been indulging in a mild sort of homily, in which it pretends to assume that it calls an "appeal" to the conductors of newspapers in the East "to keep their private animosities to themselves," and proceeds to observe that the Japan papers, more especially those of Yokohama,

"Have long been notorious for the personal rancour with which they are conducted. One of the latest instances occurs, in a recent issue of the *Yapin Herald*, which, alluding to the feeling of the late Mr. Fraser-Smith, says: 'The malignant hatred towards England, which is in many ways, the most prominent feature of the *Yapin Herald*, is that of a Tokio Journalist who has recently alluded to his countrymen as being the cause of the destruction of the late Mr. Fraser-Smith.' Can you tell me, Mr. Editor, which of the contravenions bears relation to the single offence I was charged with? It seems to me that I have been tried and convicted for two offences, when I was only charged before the Court with one according to the reading of my summons. If in some future article you would kindly deal with which is which in this matter, I am sure the information would be much appreciated by the shipmasters visiting Kobe, as circumstances repeat themselves, and my case to-day may be another to-morrow. Personally I feel as if I had really paid £5 and costs for the information, and naturally feel a little sore at being unable to grasp it. In your report of the case (for the Court has declined to give me a certified copy of the proceedings), it is indicated that I ought to have reported the matter to the Consul at Hakodate or Yokohama. Would that I have saved my £5 and I do so at Yokohama? If so why not Kobe also, where I did report the men on my return? I half expected to find the men waiting for me at Hakodate, as these men have a wonderful knack of moving about when they are desirous of doing so. They were not deserters and I could not report them as such; it never occurred to me that any Consul officer would consent to make such an endorsement under the circumstances. The men's half-pay was still being paid to them by the Government, although they themselves were absent from the ship without leave and ceased for the time to earn wages, and their places were kept vacant until the ship's return to Kobe. My telegram from Tsushima may make it appear as if I had at that time thought otherwise, but allowance must be made for a little honest resentment at the men's conduct; indeed I was desirous of making them realise that the way of the transgressor is hard, and had no desire to make their sprees under the circumstances. As the case should prove infectious and be repeated by others. At the same time I felt sure the men would be provided for and return to the ship on my arrival in Kobe.

I note also in the report that Mr. Enslie assumes the men to have committed an act of desertion, yet Lord Chief Justice Tenterden in one of his decisions said that to be a deserter a man must either leave the ship expressing his intention to do so, or leave the ship taking his effects with him, so that no reasonable doubt can remain regarding his intention to desert; a deserter of course leaves the ship without leave, or being unable to return, cannot be construed into a deserter. Consequently having such a high authority to quote from, it is no surprise that an ordinary shipmaster should be influenced by the deductions therefrom. Another high legal authority enjoin a shipmaster when in doubt or difficulty to follow the dictates of common sense, and act as a prudent man should do, and comfort him with the assurance that, if he does this, the law of the land will support him. For nearly 27 years of active command I have endeavoured to follow this course, which must have stood me in good stead, as this has been my "first offence." His Honour took this fact into account when he pronounced judgment and tempered it with mercy, only fining me £5 and costs, when, as he said, the full penalty for my offence was six months' imprisonment or £100 fine. In all these 27 years I have not been convicted on the best of my knowledge and belief, and in any case I know that I have never been convicted before. It appears to me to think how near I may have been without in the least knowing it. To be convicted seems to me a harsh word and gives me the shivers; I relate to convict makes me think of striped galleys and broad arrows and those gallant heroes of bygone times who used to cruise "On the Account" under the black flag, yelping the "Jolly Roger" and doing all sorts of mischief.

Verily most of us have reason to be thankful for the many narrow escapes we have had without our knowing anything about them.

And now, Mr. Editor, I have nearly finished, but before doing so I must express the hope that many of your issues will reach the Shipping Exchanges of Great Britain, as it is only from the newspapers published at the large shipping ports abroad that shipmasters can get any real knowledge of what the shoe pinches are; they know they are put to great expense with their men at times, which they are apt to attribute to the degeneracy of the British seamen in general. In my opinion this is quite an erroneous conclusion, as there are no better firemen or seamen in the world than our own countrymen when properly treated, which does not mean coddling or pampering them to act according to their own sweet will as to when their ship is to go to sea, how late it is to go to sea, or indeed if it is to go to sea at all. If the British Mercantile Marine is to continue to hold the high position in the commercial navies of the world which it has held

## THE MERCHANT SHIPPING ACT AND MASTERS.

Captain Dewar of the British steamer *Strait* of *Sweden* writes as follows to the *Kobe Chronicle* in reference to a fine of £5 imposed upon him by the British Consul, for leaving two firemen behind him in Kobe.

SIR.—The article in your issue of the 7th ultimo in respect to "The Merchant Shipping Act and Masters," directing attention to my own case, contains some very well-placed comments on the position shipmasters may find themselves placed in under certain contingencies, and before chartering their vessels for service in the Far East they will do well to make them a subject of consideration before entering into contracts which may lead to complications and liabilities little expected. It would also be advisable for them to be acquainted with the provisions of the Merchant Shipping Act of 1894, or, like myself, they may find to their cost that "a little learning is a dangerous thing." A fine of £5 and costs may seem a very nominal sum to a highly paid official in the British Service, but from the shipmaster's point of view it is likely to assume a very different magnitude. He has generally to do something for it before he earns £5.

However, putting all that on one side, I may say for myself that I have never seen the Merchant Shipping Act of 1894, and I question if I would receive much enlightenment by its perusal, especially if it is like those which have preceded it. There have been so many amendments on that of 1854, tinkering and repealing of sections, that like the fishman's round towers, they seem constructed only to puzzle posterity. I know at least that I feel quite mystified when I try to read them up. I realise, that like the policeman, "my lot is not a happy one;" fines and imprisonment dangle before my eyes and get on to my very brain, so that I generally finish up the evening with a sore head and a bad nightmare afterwards. "Doubtless many persons are superior to all this." But it is nevertheless very severe on an over-anxious earnest individual like myself, who is desirous of doing at all times what is right and proper according to his lights.

Indeed I am not clear in my mind yet as to what I was really fined for; I know from my summons that I was charged with leaving two seamen behind at Hyogo on the 22nd of June last; there was no other charge whatever mentioned. I also know that I did not leave Hyogo on the 22nd of June, and that I did not leave Kobe on the 23rd of June, and that I did not leave Kobe on the 24th of June, and that I did not leave Kobe on the 25th of June, and that I did not leave Kobe on the 26th of June, and that I did not leave Kobe on the 27th of June, and that I did not leave Kobe on the 28th of June, and that I did not leave Kobe on the 29th of June, and that I did not leave Kobe on the 30th of June, and that I did not leave Kobe on the 1st of July, and that I did not leave Kobe on the 2nd of July, and that I did not leave Kobe on the 3rd of July, and that I did not leave Kobe on the 4th of July, and that I did not leave Kobe on the 5th of July, and that I did not leave Kobe on the 6th of July, and that I did not leave Kobe on the 7th of July, and that I did not leave Kobe on the 8th of July, and that I did not leave Kobe on the 9th of July, and that I did not leave Kobe on the 10th of July, and that I did not leave Kobe 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## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAITAN."  
Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 14th instant, at Daylight, and not as previously notified.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers,  
Hongkong, 13th August, 1895. [1075]

FOR YOKOHAMA (DIRECT).  
THE Steamship

"STRATHESK."  
Captain Taylor, will be despatched for the above Ports TO-MORROW, the 14th instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, 13th August, 1895. [1076]

FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO AND NAGASAKI.  
(Taking Cargo at through rates to KOREAN Ports).  
THE Steamship

"AFGHAN."  
Captain R. Barton, will be despatched as above on THURSDAY, the 15th instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents,  
Hongkong, 12th August, 1895. [1076]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI, CHEFOO AND NEWCHANG.  
THE Steamship

"HOIHOW."  
Captain Sales, will be despatched on THURSDAY, the 15th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 10th August, 1895. [1077]

"SHIRE" LINE OF STEAMERS.  
FOR NAGASAKI, KOBE AND YOKOHAMA.  
THE Steamship

"CARMARTHENSIRE."  
Captain Sincro, will be despatched as above on or about THURSDAY, the 15th instant.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, 8th August, 1895. [1063]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.  
THE Steamship

"TSINAN."  
Captain Ramsay, will be despatched on THURSDAY, the 15th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 12th August, 1895. [1090]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.  
THE Company's Steamship

"KWONGSANG."  
Captain Stalker, will be despatched as above on SATURDAY, the 17th instant.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
G. & L. Managers,  
Hongkong, 10th August, 1895. [1082]

"SHIRE" LINE OF STEAMERS.  
FOR LONDON AND HAMBURG.  
THE Steamship

"RADNORSHIRE."  
Captain Davies, R.N.R., will be despatched for the above Ports on or about 20th August.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, 31st July, 1895. [1801]

"GLEN" LINE OF STEAM PACKETS.  
FOR HAVRE AND LONDON, VIA SUEZ CANAL.  
THE Steamship

"GLENFRUIN."  
Captain Darke, R.N.R., will be despatched as above on or about WEDNESDAY, the 21st instant.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents,  
Hongkong, 8th August, 1895. [1022]

OCEAN STEAMSHIP COMPANY,  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"PYRRHUS."  
Captain Bart, will be despatched as above on FRIDAY, the 23rd instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 12th August, 1895. [1091]

"BEN" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"BENMOHR."  
Captain Clark, due here on or about 10th inst., will have quick despatch.  
Rate of Freight for M. 105 25/- per ton of 40 cubic feet.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents,  
Hongkong, 2nd August, 1895. [1036]

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"ANNANDALE."  
Captain Milne, shortly expected, will load here for the above Port, and will have quick despatch.  
Rate of Freight for M. 105 25/- per ton of 40 cubic feet.  
For Freight, apply to  
SHEWAN & Co.,  
Agents,  
Hongkong, 30th July, 1895. [1011]

## Intimations.

## SUMMER BEVERAGES

WATKINS

## PURE FRUIT SYRUPS

One tablespoonful of any of these Syrups mixed with a tumblerful of plain or aerated water will form a delicious beverage.

Being entirely free from all chemical fruit-flavourings, they can be strongly recommended for Home use and for Children and Invalids. Also for Picnics, Boating and Garden Parties, Soldiers, &c.

One Bottle makes from 30 to 40 ordinary glasses.

WATKINS &amp; CO.,

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

## THE CLUB HOTEL, 5, BUND, YOKOHAMA.

## HOTEL METROPOLE, 1, TSUJIKI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

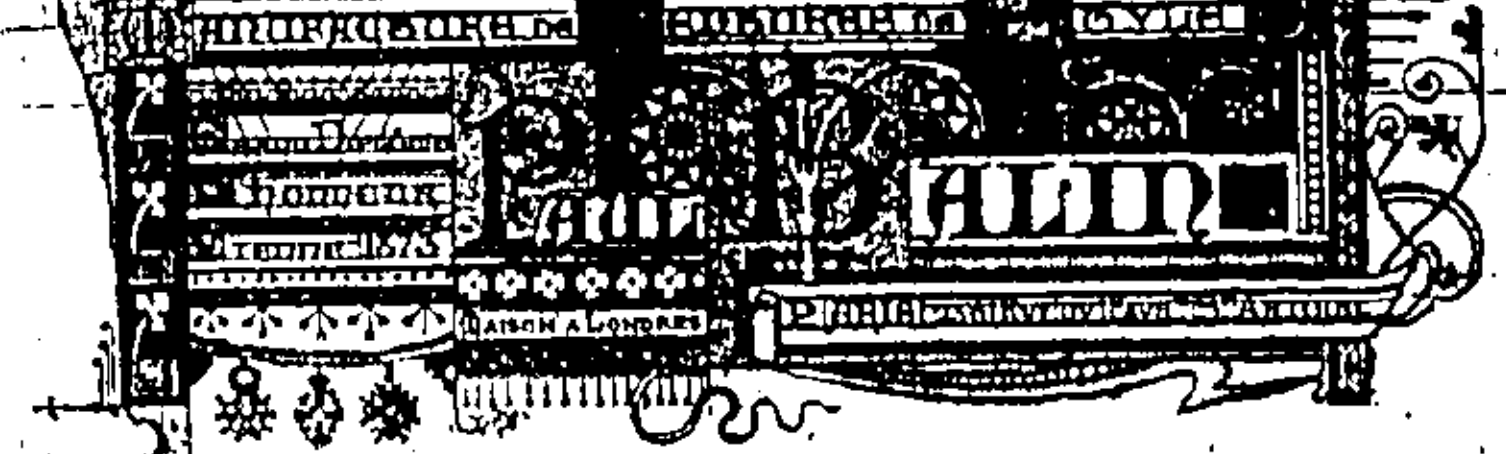
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.



Apply to JOHN D. HUTCHISON, Esq., Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

## Shipping.

## STEAMERS.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE AND BOMBAY,

having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC PORTS (VENICE, TRIESTE), LEBANTINE, and SOUTH AMERICAN PORTS up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Steamship

"BISAGNO."  
Captain Doder, will be despatched as above on FRIDAY, the 16th instant, at Noon, instead of as previously advertised.  
At BOMBAY the Steamers are discharging in VICTORIA DOCK.  
For Further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents,  
Hongkong, 12th August, 1895. [1084]

FOR YOKOHAMA AND KOBE.  
THE Steamship

"ARGYLL."  
will be despatched on FRIDAY, the 16th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 9th August, 1895. [1071]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Steamship

"WHAMPOA."  
Captain Harv, will be despatched on SATURDAY, the 24th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 12th August, 1895. [1086]

FOR HAVRE, HAMBURG AND ANTWERP.  
THE Steamship

"STRATHFILLAN."  
Captain Osborne, will be despatched for the above Ports on SUNDAY, the 25th instant, at Daylight.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, 9th August, 1895. [1072]

"GLEN" LINE OF STEAM PACKETS.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship

"GLENAVON."  
Captain Norman, will be despatched as above on or about TUESDAY, the 3rd September.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents,  
Hongkong, 10th August, 1895. [1083]

## SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.L. American Ship  
"ADAM W. SPIES."  
Field, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents,  
Hongkong, 10th August, 1895. [1078]

## SAILING VESSELS.

FOR BALTIMORE.

THE 3/3 A.L. American Bark  
"FRED. P. LITCHFIELD."  
C. B. Chadborn, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
MELCHERS & Co.,  
Agents,  
Hongkong, 3rd August, 1895. [1044]

FOR SAN FRANCISCO.  
THE 100 A.L. British Ship

"LYNDHURST."  
Martin, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN & Co.,  
Agents,  
Hongkong, 29th May, 1895. [707]

FOR NEW YORK.  
THE 100 A.L. British Ship

"BELMONT."  
Ladd, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents,  
Hongkong, 17th June, 1895. [1794]

FOR NEW YORK.  
THE 3/3 L.L. American Bark

"GEO. S. HOMER."  
Hemson, Master, having arrived To-day, is now loading here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents,  
Hongkong, 31st July, 1895. [1013]

FOR NEW YORK.  
THE 3/3 L.L. American Ship

"P. N. BLANCHARD."  
Blanchard, Master, shortly expected from JAVA, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents,  
Hongkong, 31st July, 1895. [1016]

## GRIMAULT'S SYRUP

## HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

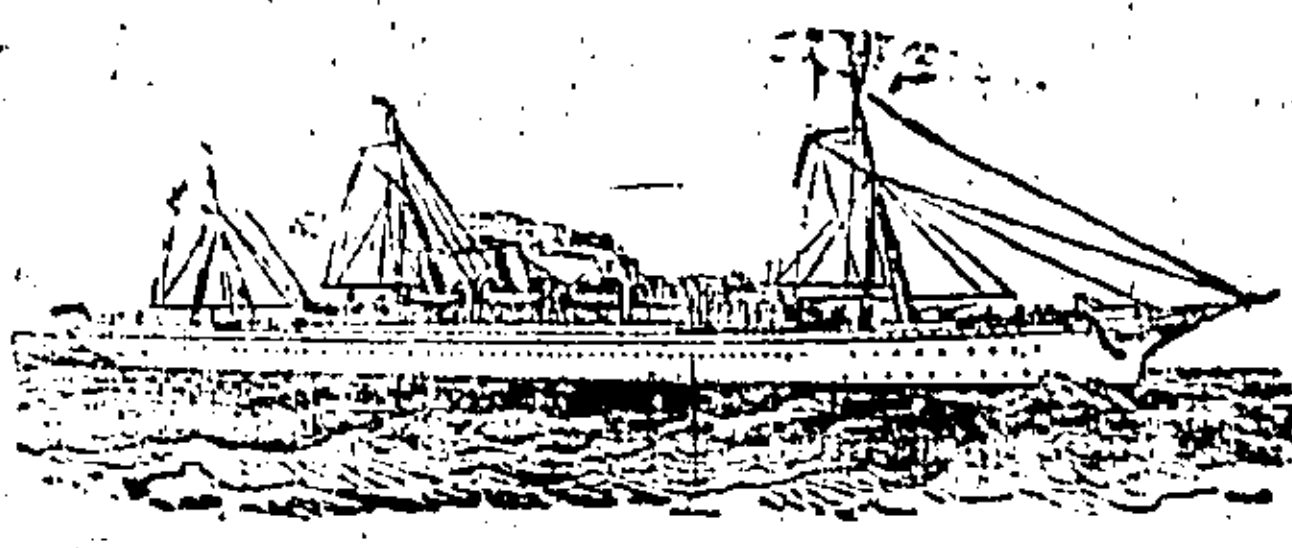
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 14th August.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 4th September.  
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 2nd October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which make to Great Britain and the Continent are given choice of routes.

Passengers Booked through to all principal points and around the world. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, 1st class.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fadder's Street, [3]  
Hongkong, 24th July, 1895.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaika (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th August, at Noon.

Reiko (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 28th Sept., at Noon.

Cosika (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 17th Oct., at Noon.

THE Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on TUESDAY, the 27th August, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent,  
Hongkong, 8th August, 1895. [12]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings  
Hongkong, 4th March, 1895. [10]

## Mails.

## OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.  
(Subject to Alteration.)

Chittagong	Thursday	14th Aug.
Almora	Saturday	16th Sept.
Almora	Tuesday	15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG" will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on or about the 15th August.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the General Freight Agent, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to  
SHEWAN & Co.,  
Agents,  
Hongkong, 15th July, 1895. [1024]

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prussia	Monday	19th Aug.
Oldenburg	Monday	16th Sept.
Gera	Monday	14th Oct.
Prins Heinrich	Monday	11th Nov.
Prussia	Monday	9th Dec.
Sachsen	Monday	6th Jan.
Gera	Monday	3rd Feb.

ON MONDAY, the 19th day of August, 1895, at 3 P.M. the Company's Steamship "PREUSSEN," Captain Hogenmann, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and Genoa.

Shipping Orders will be granted till Noon on SATURDAY, the 17th August. Cargo and Specie will be received on board till Noon on MONDAY the 19th August and Parcels will be received at the Agency's Office till Noon on SUNDAY, the 18th August. Contents of Packages are required. No Parcel Receipts will be signed for less than 24 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid Accommodation and carries Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents,  
Hongkong, 27th July, 1895. [1098]

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

## VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation, First-class Table. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

Strathmore	3,574	Tuesday	13th Aug.
Victoria	3,167	Tuesday	13th Sept.
Hankow	3,593	Tuesday	13th Oct.
Tacoma	2,549	Tuesday	13th Nov.
Victoria	3,167	Tuesday	13th Dec.

\*No Passengers carried by this sailing.

THE Steamship

"STRATHMORE," will be despatched on TUESDAY, the 13th August, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents,  
Hongkong, 6th August, 1895. [4]

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